

The Morning Astorian.

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NO. 114

MOVING

Is expensive, we had rather lose a little money on our Stoves than to move them. We have a big lot of them on hand, bought before the advance. We will sell them cheap until Nov. 15th.

Eclipse Hardware Co.
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GREAT YACHT RACE AGAIN WAS A FIZZLE

Race Declared Off Fifteen Minutes Before Limit Expired, With the Columbia in the Lead.

EXCITING RACE TO THE FIRST MARK

For First Fifteen Miles Columbia Led Irish Boat Nearly Nose and a Half Length--Desperate Courage of Yankee Brings Columbia in First.

NEW YORK, Oct. 7.—Old boreas again today played battledore and shuttlecock with the great single stickers, and the third attempt to sail the first race of the Columbia-Shamrock series of the international trophy ended in failure. The race was declared off fifteen minutes before the time limit expired, with the yachts still five miles from the finish. But the vast throngs who went down to the sea to witness the battle royal were, in a measure, compensated by seeing a magnificent light weather duel.

In the end the disappointment of the patriots was sharpened, perhaps by the fact that when the race was abandoned, the Columbia was in the lead and improving her position and had it been finished today, the American champion might have had one race to her credit. After three trials, experts are about as much mystified as they were at the beginning concerning the merits of the two yachts. Nothing but a spanking whole sail breeze will furnish the true test. Today, as the two previous days, the course was laid 15 miles dead before the wind and return. So evenly matched were the beautiful clean limbed racers that they rounded the outer mark like thoroughbreds, almost neck and neck and finished, after a three hours' tussle to windward with the Columbia, the "white shark," something like a nose and a half length in front and in the weather position, but so close was her green rival that the black shadow of the Shamrock's looming sails was silhouetted against the Yankee's snowy canvas.

As a result of today's struggle and those on the Tuesday and Thursday, yacht talent are good deal confounded. Some of them differ as to the merits of the two boats, but they seem unanimous upon two things: that the Shamrock is the ablest boat that ever crossed the western ocean to lift the

mus, and what is still more important, she is more ably handled than the defender. The superior seamanship of Captain Hogarth and his crew was demonstrated at several critical points in the race today. Though to Captain Barr and the nifty owner of the Yankee sloop belong the credit of executing as brilliant and daring a piece of seamanship as was ever witnessed in yacht races, its recklessness caused a great deal of nervousness and anxiety; its accomplishment therefore, made the pulse of the Americans beat higher with pride.

It was a spectacular feature of the day, and fortune favored the brave. The Irish boat did undeniably better work to windward. She carved her way up into the wind in astonishing style, but there again the Columbia seemed able to more than make up in footing what she lost in pointing, and as the ability of sailing a vessel is determined by her power to make headway against the adverse wind, she is a better boat by that test.

The early morning was full of promises for a glorious whole sail breeze. The heart of the seafaring folk who went down to the waterfront was gladdened by a stiff 20-knot blast, straight out of the northwest, that covered the upper and lower bay with a smear of whitecaps. But before the fleet had reached the open, the breeze began to moderate.

When the yachts were about a mile and a half from the outer mark, the steamers, tugs and yachts hurried across the course and lined up to leeward, waiting with eager interest to see which would round first.

Gallantly the American came on. It was astonishing how fast she glided through the water. She ate up the distance between her and the green boat until, when the mark was a quarter of a mile away, less than a hundred yards separated them. Hope rose. The Shamrock was to windward. They were coming like horses down the stretch. A hundred feet away and the Columbia had closed up the gap. Her slender prow just lapped the stern of the green hull. Under the rules they must pass the float with the red ball the starboard end. As the balloon jibs rattled down in both boats, preparatory to a gybe, the watching thousands held their breath. It did not seem possible that the white yacht could squeeze in between the Shamrock and the mark. To onlookers is seemed inevitable that unless the Yankee boat kept away under the stern of the Shamrock there would be a collision or the Columbia would float, but C. Oliver Iselin had desperate overboard comm place. He played the limit. The man who set the club top-sail in a driving gale in deciding the race between the Vigilant and the Valkyrie II, would stop at nothing. On he came forcing the Shamrock to go wide around, while the Columbia seemed to scrape the float as she wore about with her helm hard down.

Though the Shamrock rounded first by nine seconds she swept around so far on the outside that as both boats came up and their sails filled away on the starboard tack, the Columbia not only had the weather gauge but was in the lead.

No more reckless piece of courage was ever seen in an international race.

It was a desperate game but it won. Had the Columbia so much as touched the float, she would have been disqualified then and there.

FUNSTON IS ALL RIGHT.

Gov. Stanley Says He Will Be Given Anything He Wants in Kansas.

SAN FRANCISCO, Oct. 7.—Governor Stanley of Kansas, who arrived here last night to welcome the Kansas volunteers on their return from Manila, says:

"General Funston can have anything he wants politically in our state. They want to make him governor, senator, congressman at large and give him half a dozen other titles all at once. Nothing will be done, however, until he expresses a wish of his own."

All the members of the Kansas regiment will be decorated with imitation sunflowers of yellow felt and brown satin, which have been made by the ladies of the party. On the railroad journey to the coast 500 of these were made, the men joining with the ladies in fashioning the badges.

ANOTHER BIG TRUST.

NEW YORK, Oct. 7.—It is announced that the United Hat Makers of America have been merged into the United Hatters of America, which union now controls the workmen of the trade.

TO PERPETUATE DEWEY ARCH.

NEW YORK, Oct. 7.—It is likely that the Dewey memorial arch will be perpetuated. The movement to that end is being encouraged by men of ample means. The cost of reproducing in marble the great triumphal arch will be at least \$50,000.

M'KINLEY AT THE MARQUETTE CLUB

Large Gathering at Chicago's Famous Banquet Hall

NOTABLE MEN PRESENT

Speeches by Archbishop Ireland, Senator Fairbank and Henderson.

CHICAGO, Oct. 7.—Thirty-five hundred men gathered around the tables in the great banquet hall of the auditorium tonight at the annual banquet of the Marquette club.

The guest of honor was President McKinley who sat at a raised table on the east side of the hall. On the right of the president sat Archbishop Ireland. The others at the table were Secretary Gage, Attorney General Griggs, Postmaster Smith, Secretary Hay, and other members of the president's party and officers of the Marquette club.

President Wickerman introduced Archbishop Ireland, who rose to speak of "The American republic." The archbishop was given an ovation as he rose and his speech was an eloquent tribute to American manhood and to the republic, which he declared to be "the best form of organized democracy revealed in the history of humanity."

Senator Chas. W. Fairbanks of Indiana responded to the sentiment "The Present Administration." He said: "The present administration needs neither an apologist nor a eulogist. Its imperishable record is written and is before the world. It is an administration of arduous deeds done, which lift it above the dead-level of history. It has been confronted with great questions of domestic policy; it has solved them. It also has encountered grave foreign problems, and well it has met them. No emergency has been so great, or exigency so severe, that it has not been met on the high plane of national duty and national honor."

"Few administrations ever succeeded to power with more weighty responsibilities or of which there were more exalted expectations. There were years of distress, years of hopelessness and crippled enterprise back of us. There was a Macedonian cry from all sections of the land for relief, for deliverance."

"The administration was essentially pledged to the maintenance of the public credit, the public faith. Public credit is preserved—yes, it was never so high at home and abroad as it is in this historic hour."

"The first duty which was laid upon the administration was to secure the readjustment of the tariff and the enactment of a genuine protective measure. To this end, congress was con-

(Continued on Page Two.)

THE WAR HAS NOW PRACTICALLY BEGUN

Great Britain Not Forced to Open Hostilities, Merely Issuing Orders for Maintaining Her Sovereignty.

THE BLOW NOT YET STRUCK

Pacific Measures no Longer Looked Upon as a Means of Settling the Dispute, and Boers are Expected to Commence Hostilities Any Hour.

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LONDON, Oct. 7.—Judging from the reports from South Africa, a state of war practically exists between Great Britain and the Transvaal. This seems almost paradoxical in conjunction with the fact that the British diplomatic agent, Comyngham Greene, still remains at Pretoria, and the further fact that the negotiations continued for the solution of this apparent paradox probably lies in the understanding of the curious relations between the two governments.

Great Britain is not likely to make a formal declaration of war against what she considers a dependent nation, the process being a mere issue of orders to the military forces to restore a state of sovereignty which she alleges originally existed. Were England similarly at loggerheads with a power recognized by her as her equal, pride and precedent would some time ago have compelled her to break off diplomatic negotiations. It is this legend of suzerainty that enables her to palaver without loss of self-respect and at the same time to run a good chance of placing the onus of beginning hostilities upon the Boers, or, failing in that to delay action until she has in the field a sufficient force to overrun the Transvaal.

This is the only ground on which it is possible to reconcile the government's passive reception of the palpably hostile acts on the part of the Boers; for it is now impossible to believe that the Transvaal forces are massing merely for defensive purposes. This war appears to be the only possible outcome.

If the Boers are determined to participate in a conflict, hostilities are only a question of days. If England is allowed to take her own time, then two months may elapse before the first blow is struck. Though a week has produced no negotiations tending to throw light upon the merits of the case, it is evident that negotiations had not ceased so far as diplomatic correspondence is concerned.

The pith of the whole dispute, however, is daily becoming clearer. The Boers are thoroughly convinced that their freedom is menaced and England is convinced that her supremacy in South Africa is threatened. This constitutes an impasse against which pacific measures can scarcely be effective. As the possibility of war increases, the British conjecture as to the unfriendly attitude of other European powers increases.

OUR INTERVENTION HAS BEEN ASKED

THE PRESIDENT PETITIONED

Representative Men Urge the Friendly Services of the United States.

NEW YORK, Oct. 7.—The petition to President McKinley, urging the friendly services of the United States in mediation between Great Britain and the republics of the Transvaal and the

Orange Free State has received the signatures of more than 400 representative men, including 50 odd presidents of colleges, fifty church dignitaries, governors of states, mayors of cities, justices of the United States and state courts, senators, congressmen, editors and others conspicuous in public matters, in professions and commerce.

Regarding the petition, the Earl of Aberdeen cabled to the World "If even now a way could be opened for friendly intervention the good offices of none would be more acceptable to the people of Great Britain and presumably also to the Dutch in South Africa, than those of the president of the United States."

The Duke of Westminster also cabled to the World:

"Judging from past history and the prolonged negotiations with our government, whose proposals are most moderate, I am of the opinion that the Boers will not listen to any reform affecting their political status, and that therefore arbitration is out of the question."

Among the editors who have signed the petition are Clark Howell of Atlanta, John R. McLean of Cincinnati, Edward Rosewater of Omaha, M. H. de Young of San Francisco and Frank P. McLannan of Topeka.

FREIGHT RATES INCREASING.

Due, it is said, to the chartering of Steamers by the British Government.

NEW YORK, Oct. 7.—The predicted increase in freight rates owing to the chartering of so many trans-Atlantic liners and tramp steamships by the British government has, it is said, already begun to manifest itself.

Ocean freight agents say that there is a general upward tendency in rates and that the offerings of freight for shipment are becoming comparatively small, as shippers are waiting for the outcome of affairs. One item cited as showing an advance in rates is flour, the tonnage rates to South Africa increasing 5 shillings today.

Reports of further chartering of steamers by the British government continue.

LOWENBERG DEAD.

PORTLAND, Oct. 7.—Julius Lowenberg, for many years of the firm of Goldsmith & Lowenberg, and one of the best known merchants of this city, died suddenly at his home in this city tonight.



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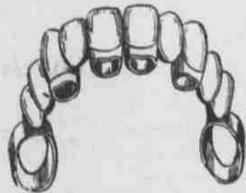
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